

Jersey Honors Armstrong



A THIRTY-year Standard Oil Company (N.J.) service award is presented to E. G. Armstrong, right, by F. E. Griffin, former Lago executive vice-president, at Abadan Refinery where Mr. Griffin is general manager. UN EMBLEMA pa 30 anja di servicio cu Standard Oil Company (N.J.) ta worde presentá na E. G. Armstrong, banda drechi, door di F. E. Griffin, antes vice presidente ehecutivo di Lago, na Abadan Refinery unda Sr. Griffin ta gerente general.

Griffin Presents 30-Year Service Award at Abadan

A thirty-year service award ceremony at Abadan Refinery recently bore a marked resemblance to similar ceremonies held at Lago in past years. Making the presentation was F. E. Griffin, Abadan's general manager, who in his former capacity as Lago's executive vice-president headed many thirty-year service recognition functions.

The recipient of the award, at right in the above photo, was E. G. Armstrong, former head shipping clerk in Lago's Marine Department, who is currently assistant head of Abadan's Ship Scheduling and Documents. Mr. Armstrong started at Lago March 28, 1932 after prior service in Maracaibo and went to Iran on a loan basis March 12, 1955. He was permanently assigned to Abadan Jan. 1, 1960.

Others in the picture are G. Peters, head of Refining Operations Division, left; Abbas Aghdaey, head of the Stocks and Shipping Department, second from left and H. H. Koppers, former C.P.I.M. refinery manager in Curaçao and now Abadan's assistant general manager, second from right.

Griffin Presenta Emblema di 30 Anja di Servicio

Un ceremonia pa presentacion di emblema di 30 anja di servicio na Abadan recientemente tabatin un semblencia masia grandi cu ceremonianan cu ta worde teni na Lago na sorto di ocasionnan asina. Haciendo e presentacion tabata F. E. Griffin, gerente general di Abadan, kende den su capacidad anterior como vice presidente ehecutivo di Lago, a conduci hopi funcionnan pa entrego di e emblemanan pa 30 anja di servicio.

Recibidor di e honor, banda drechi den e foto ariba, tabata E. G. Armstrong, anteriormente head shipping clerk den Marine Department di Lago, kende actualmente ta assistant head di Ship Scheduling and Documents na Abadan. Sr. Armstrong a cuminsa na Lago Maart 28, 1932 y a bai Iran ariba loan Maart 12, 1955. El a worde asigna permanentemente na Abadan Jan. 1, 1960.

Otronan den e retrato ta G. Peters, hefe di Refining Operations Division, robez; Abbas Aghdaey, hefe di Stocks and Shipping Department, segunda for di robez, y H. H. Koppers, antes hefe di refinaria di CPIM na Curaçao y awor assistant general manager di Abadan, segunda di banda drechi.

Premio di CYI Pagá na Ocho Ganador Mehor

Premionan grandi te na un total di Fls. 3,400 a worde pagá na ocho ganadornan segun e plan di CYI cu a worde recientemente revisá. Siete di e ocho a recibí nan premio for di Presidente O. Mingus na un ceremonia special Feb. 29 na Oficina Mayor. Tambe presente tabata miembronan di e comité ehecutivo, miembronan di management staff y superiornan di e ganadornan.

E ganador di e premio mas grandi pa 1959 tabata W. P. Eagan, shift foreman den Process-Catalytic and Light Ends, kende a recibí un check pa Fls. 800. Di segunda premio a bai pa G. H. Niekoop, operator den Process-Receiving & Shipping, kende su idea inicial a dunele un premio di Fls. 700. J. S. James, antes foreman den Mechanical-Machinist, awor bi-bando na St. Vincent, a worde mandá un check di Fls. 450 como su parti di e premionan special. Un premio di Fls. 400 a bai pa F. S. Kelly, operator den Process-Light Oils Finishing, mientras S. Tromp, foreman di Mechanical-Machinist, a recibí un premio di Fls. 375. C. A. Gumbs, mechanic A den Mechanical-Garage, a gana Fls. 275. Tanto L. T. Norton, Mechanical-Machinist foreman, como A. Binetti, foreman di Mechanical-Yard, a recibí Fls. 200 cada un.

No Tin Distincion

Diferente for di anjanan anterior, awor no tin distincion entre Clase I y II en cuanto eligibilidad di sugeridornan ta concerná. E plan di CYI nobo revisá ta naci posibel pa un cantidad sin limite di sugeridor cualifica pa premionan grandi contal cu nan suma total pa CYI durante e anja ta yega Fls. 300. Por ehemplo, un empleado kende worde duná Fls. 60 pa cada un di cinco ideanan premí durante anja por participa den e premionan mayor.

E suma cu cada ganador ta haya en efecto ta basá ariba un porcentaje di e spaarmento total di compania ariba tur CYI durante anja, e spaarmento total ariba e idea of ideanan y, por ultimo, e spaarmento total pa compania ariba ideanan mandá aden door di esnan cu ta eligibel pa premionan grandi.

Ganadornan di premio grandi ken-
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Capital Awards Paid To Eight Suggesters

Capital awards totaling Fls. 3400 were paid to eight top suggesters under the terms of the newly-revised CYI Plan. Seven of the eight received their awards from President O. Mingus at a special Feb. 29 ceremony at the General Office Building. Also present were members of the executive committee, management staff members and supervisors of the capital awards winners.

Top suggester for 1959 was W. P. Eagan, shift foreman in Process-Catalytic and Light Ends, who received a check for Fls. 800. Second largest amount went to G. H. Niekoop, operator in Process-Receiving and Shipping, whose initial idea earned him a Fls. 700 Capital Award. J. S. James, former Mechanical-Machinist foreman now residing in St. Vincent, was sent a Fls. 450 check as his share of the special awards. A capital award of Fls. 400 went to F. S. Kelly, operator in Process-Light Oils Finishing, while S. Tromp, Mechanical-Machinist foreman, received a Fls. 375 award. C. A. Gumbs, Mechanical-Garage mechanic A, won Fls. 275. Both L. T. Norton, Mechanical-Machinist foreman, and A. Binetti, Mechanical-Yard foreman, received Fls. 200 each.

The newly revised CYI Plan makes it possible for an unlimited number of suggesters to qualify for capital awards as long as their CYI payments for the year total over Fls. 300. For example, an employee who is awarded Fls. 60 for each of five accepted awards during the year would share in capital award earnings.

The actual amount each capital award winner gets is based on a percentage of the total savings the company has realized from all CYI's during the year, the total savings of his idea or ideas and, finally, the total savings to the company of ideas submitted by those eligible for the capital awards.

Capital award winners whose ideas contribute the most savings to the company would earn the largest awards. An accepted idea counts toward capital award eligibility in the year it and supplemental awards, if any, have been paid.

Much more incentive has been added to the program under the new CYI Plan. The greater the total company savings for a given year, the greater the amount available for

pro-rating payments to capital award winners.

Mr. Eagan's Fls. 800 award was based on his initial CYI payment of Fls. 1200 in July of last year. He had suggested the elimination of pumps at AAR-1 and the use of water booster pumps at AAR-2 to supply service water at AAR-1. Adoption of this suggestion eliminated expensive maintenance.

Mr. Niekoop received an initial award of Fls. 1000 last July for his suggestion to install a proportioner mixer directly on the fuel system at the loading pump house manifold with a check valve on the propor-
(Continued on page 8)

Service Watches Earned by Seven Men in March

Lago's commemorative gold twenty-five-year service watches were earned by five employees and an annuitant in March. In addition, a service watch was forwarded to a St. Vincent resident who recently terminated his Lago service.

At special Reception Center ceremonies March 2, General Superintendent F. W. Switzer presented the watches, with the employee's name and appropriate inscription on the back, to M. Wouters, mason, and A. Ras, pipe, both of the Mechanical Department; C. B. Lewis, Light Oils Finishing, and E. Geerman, Catalytic and Light Ends, both of the Process Department, and C. A. Tromp, Executive Department. Invited to attend the presentation and receive his watch was J. G. Croes, formerly of Mechanical-Mason, who left Lago last December for subsequent retirement.

A twenty-five-year watch was forwarded by mail to Edmund W. McMillan in St. Vincent, B.W.I., who left company service before his watch could be presented to him.

Consolidation Announced

SPAC To Take Over LCAC Duties in May

With the coming of May, the Special Problems Advisory Committee will have its scope of duties enlarged to include those functions previously handled by the Lago Commissary Advisory Committee. As of the May date to be announced, the latter committee will cease to exist.

The decision to consolidate advisory committee functions was announced early this week after meetings with members of the two committees involved. It was explained by management representatives of both committees that the volume of business handled by the SPAC and LCAC did not warrant continuance of two such committees. It was also pointed out that items that previously fell under the jurisdiction of the LCAC could readily be incorporated in SPAC functions. Salvage and surplus equipment sales to employees were always within the SPAC scope, so it means adding only Lago Com-

missary-connected items.

The regularly scheduled March Special Problems Advisory Committee election was cancelled. Members of the LCAC will continue their advisory committee functions until May. At that time and in conjunction with the rescheduled SPAC annual election, the committee will formally dissolve. This will also allow members of the LCAC to be candidates in the SPAC election, should they desire. There will be three open positions contested in the May Special Problems Advisory Committee election.



WITH LAGO President O. Mingus, left, are seven of eight CYI Capital Awards winners. Left to right are W. P. Eagan, S. Tromp, A. Binetti, F. S. Kelly, G. H. Niekoop, L. T. Norton and C. A. Gumbs. They shared Fls. 3400.

HUNTO CU Presidente di Lago O. Mingus, robez, ta siete di e ocho ganador di Premio Capital di CYI. Robez pa drechi ta W. P. Eagan, S. Tromp, A. Binetti, F. S. Kelly, G. H. Niekoop, L. T. Norton y C. A. Gumbs. Nan a parti Fls. 3400.

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A Gratifying Request

It is always gratifying to Safety Division personnel when employees ask for specific safety information. Recently an employee telephoned and asked if they thought an article on safety in the home would be of interest to Aruba Esso News readers.

The refreshing enthusiasm for such a subject as home safety, or any other safety area as well, warms any publicist's heart. The request is an easy one to comply with and is visible in illustrated form on the right.

Safety in the home is an integral part of any well-rounded safety program. Lago has long recognized the importance of its off-the-job safety program. A disabling injury to an employee in his home keeps him off the job just the same as if he were injured at work or on the highway. An injury to him or members of his family can cause economic loss. His absence from the job can easily affect the company. The human pain and suffering from an accident in the home is just as real as that experienced from an industrial accident.

Home safety requires the cooperation of every member of the family. Children should place toys safely away after play and father should keep the yard area neat and safe. Mother should make sure carpets won't slip and that harmful substances are out of reach of little hands. By observing the safety hints described in the article, the employee can make his home as safe a place in which to live as he makes the refinery the safe place it is to work.

Un Suplica Gratificante

Semper ta gratificante pa personal di Safety Division ora empleado nan pidi informacion specifico tocante seguridad. Recientemente un empleado a telefona y puntra si nan tabata pensa cu un articulo tocante seguridad den cas lo ta di interes pa e lectoran di Aruba Esso News.

E entusiasmo refrescante pa un asunto manera seguridad den cas, of pa cualkier otro aspecto di seguridad, ta calenta corazon di cualkier publicista. E suplica ta facil pa cumpli cu ne y ta visible den forma ilustrá na banda drechi.

Seguridad den cas ta un parti integral di cualkier programa adecuado di seguridad. Lago a reconoce e importancia di programanan di seguridad pafor di trabao hopi tempo pasá. Un desgracia incapacitante cu socede cu un empleado den su cas ta tenele for di su trabao mescos cu si el a worde heridá ariba camina grandi of na trabao. Un desgracia cu socede cu ne of cu su miembronan di familia por causa perdida economico. Su ausencia for di trabao por afecta igualmente compania. E dolor y sufrimento humano cu ta resulta di un desgracia na cas te mes real cu esun cu ta worde experimentá for di un desgracia industrial.

Seguridad den caso ta requeri cooperacion di cada miembro di familia. Muchanan mester warda cosnan di hunga cuidadosamente despues di wega y e tata mester tene rond di cas limpi y na orden. E mama mester percura pa tapijt no ta slip y cu substancianan venenoso ta leuw for di unda muchanan por yega. Observando e hints di seguridad duná den e articulo, e empleado por haci di su cas un lugar mes seguro pa biba como refineria ta pa traha.

Three Promoted In IR, Medical, TSD March 1

The promotions of three employees in the Medical and Industrial Relations Departments and TSD-Process were announced March 1. Named director of nursing was Miss Jane E. Rowlands. The position of personnel studies coordinator went to Dr. P. G. Sorensen while J. F. McIntyre Jr. was promoted to supervising engineer in TSD-Process.

Miss Rowlands joined the company Aug. 17, 1959 when she came to Aruba as assistant director of nursing. Dr. Sorensen was originally employed by the Arabian American Oil Company from Aug. 1, 1952 to Nov. 21, 1954. He joined Lago Sept. 1, 1957 as personnel studies assistant. Mr. McIntyre commenced his Lago career June 5, 1956 as an engineer in TSD-Process. He was

J. E. Rowlands



P. G. Sorensen J. F. McIntyre Jr. originally with the company from June 16, 1952 to May 25, 1954 when he left for military service in the United States.

SPAC Ta Tuma Over Funcionnan Di LCAC na Mei

Asina cu luna di Mei yega, Special Problems Advisory Committee lo mira su funcionnan crece ora e tuma over e funcionnan cu anteriormente tabata worde tratá door di Lago Commissary Advisory Committee. Efectivo e fecha na luna di Mei cual lo worde anunciá, e ultimo comité aki lo stop di existi.

E decision pa consolida funcionnan di e dos comiténan a worde anunciá na principio di e siman aki despues di reunionnan cu miembronan di e dos comiténan involvi. A worde splicá door di representantenan di directiva cerca tur dos comité cu e volumen di asuntonan cu ta worde tratá door di SPAC y LCAC no tabata hustifica pa sigui mantene dos comité. Tambe a worde munstrá cu asuntonan cu anteriormente tabata cai bao competencia di LCAC por bien worde incorporá hunto cu funcionnan di SPAC. Bende di materialnan cu no ta na uso mas of material surplus na empleadonan semper tabata cai bao SPAC, y asina ta nifica cu solamente e bendemento na comisario lo worde agregá.

E eleccion regular di LCAC cu tabata fihá pa Maart a worde cancelá. Miembronan di LCAC lo sigui cu nan funcionnan te na Mei. Na e tempo aki y en conjuncion cu e eleccion anual di SPAC na Mei, e comité lo disolve formalmente. Esaki lo permiti miembronan di Lago Commissary Advisory Committee pa ser candidatnan den e eleccion di Special Problems Advisory Committee si nan ta desea. Lo tin tres posicion habri den e eleccion di Special Problems Advisory Committee na Mei.

Safety Starts At Home

Can You Spot a 'House Trap'?

Practically everyone knows what a mousetrap is (especially the poor mouse) but does everyone know what a "housetrap" is. Give up? Well, a "housetrap" is any hazard around the home that is capable of killing, maiming or injuring you.

The average home abounds in these so called "housetraps". In general they can be found in any room. Take a room with an improperly vented stove or hot water heater. It can kill silently — death by suffocation. Check periodically for proper venti-



lation and this one "housetrap" can be stricken off the list.

You're just plain asking for trouble if you overload an electrical circuit. You're creating a real fire hazard and your appliances won't work properly to boot. It's important, too, that your house be adequately wired. Frayed or worn spots on exposed wiring are potential trouble-makers. Never run wires across the floor or beneath rugs. And speaking of rugs — scatter rugs are "housetraps" of the worst order. They are a major cause of falls. If your rugs do not have a non-skid backing, tack them down.

Loose handrails around the house? Make sure these are securely fastened. Never, never leave toys or tools lying about. A roller skate in the hallway can easily spin you into the hospital. Children should always be

cautioned about picking up toys after play.

Your kitchen is full of loaded weapons. A knife is not a plaything. Keep them out of the reach of children. A special rack will do. Knives will stay sharper, too.

These are general areas around the home. Let's look now at some "do's and don'ts" for specific areas.

GARAGE — Your garage can easily become a catch-all for odds and ends. Don't let it. Keep tools, scrap lumber, workshop equipment and other materials stored so they don't present stumbling or falling hazards.

Never store gasoline in glass jars. It's far safer to use a low-cost safety can. And never leave oily rags and waste piled in a corner. Spontaneous combustion could easily cause a disastrous fire to you and car.

KITCHEN — Never arrange appliances so that it is possible to touch appliance and faucet at the same time. You're asking for a painful, possibly fatal shock, if you do. Make sure that all major appliances such as washers, freezers and refrigerators are properly grounded. Remember, if you keep pot and pan handles turned on the kitchen range children won't be able to reach them and a passing adult won't brush them and knock them off a stove. If you are storing detergents,



insecticides, furniture polish, bleach or what-have-you beneath the sink you are inviting a child to help himself. More than one child has died after drinking bleach, insecticides or other household aids. Store these articles in an out-of-the-way spot or better yet, lock them up. Never store flammable materials under the sink.

BATHROOM — Can an electrical switch be reached from the wash basin? Have it moved. Fatal shocks have resulted when a wet person has touched a switch. Another potential killer — and "housetrap" — is the medicine cabinet. Have you ever drowsily reached for one bottle and pick-



ed up the wrong one? It's wise and healthy to keep poisons out of the medicine cabinet. It's also best to periodically dispose of old prescriptions and medicines to reduce the possibility of taking the wrong one. And never give or take medicines in the dark. Always read the label anytime you are giving or taking medicine. Keep razor and fresh blades safely put away. Always dispose of used razor blades. A cut from a rusty blade could cause complications.

LIVING ROOM — Arrange furniture so that no stumbling blocks exist that could cause a nasty bruise or fall. Don't let a dangling telephone cord become another "housetrap".

No one can foresee all accidents but by cutting down on known and recognizable hazards the serious injuries can at least be reduced.

Seguridad Ta Cuminza Na Cas

Bo por Localiza Trampa den Cas?

Practicamente tur hende conoce un trampa di coi raton. Pero masha poco ta pone cuidao pa e trapanan den cas, esta e fuentenan di peligro cu por resulta den morto of heridacion serio den hende su mes cas.

Un cas promedio ta yen di tal trapanan. En general por haya nan den cada apartamento di cas. Tuma por ehemplo un apartamento cu un stoof of calentador di awa cu ta ventila inadecuado. E por mata silenciosamente — morto door di sufocacion. Check periodicamente pa ventilacion adecuado y e trampa aki por worde geskrup for di e lista.

Bo mes ta invitando dificultad si bo carga un circuito electrico di mas. Bo ta crea un berdadero peligro di candela y bo aparatonan electrico lo no traha bon tampoco. Ta importante tambe pa bo cas ta bon waya. Wayanan franja of gastá ta potencial fuentenan di peligro. Nunca pasa waya ariba vloer of bao di tapijt. Y papiando di tapijt — esakinan tambe ta forma trampa peligroso. Nan ta responsable pa hopi caída duro. Si bo tapijtnan no tin un abao cu no ta slip, segura nan na suelo.

Tin handrails rond di cas? Ser segur cu nan ta bon poni. Nunca, nunca laga cos di hunga of herment rond di cas. Un rolschaats den cas por hiba bo hospital liher. Semper muchanan mester worde spiertá pa piki nan cosnan di hunga y warda nan asina cu nan caba di hunga.

Bo cushina ta yen di armanan cargá. Un cuchiv no ta cos di hunga. Pone nan unda muchanan no por haya nan. Un rekki special ta recomendable. E cuchivnan ta keda mas skerpi tambe.

Esakinan ta e lugarnan general

rond di cas. Lago nos mira otro cosnan pa haci y cu no mester worde haci den otro partinan di cas:

CUSHINA: Nunca pone aparatonan electrico di tal forma cu ta posible pa toca e aparatonan y kraanchi di awa na mes tempo. Bo ta pidiendo un schok electrico, doloroso of poder fatal. Ser segur cu tur e aparatonan grandi manera wasmachine, vriezer y refrigerador tin bon ground. Corda cu si bo tene man di wea y di panchi birá ariba stoof muchanan chikito lo no por coi nan y hende grandi cu ta pasa lo no dal na nan y tamba nan for di stoof. Si bo ta warda detergente, insecticido, polish pa mueble, blauts of otro cosnan den e cashi bao e lavaplatos bo ta invita e mucha chikito pa yuda su mes. Mas di un mucha chikito a muri despues di come blauts, bebe insecticido of otro ayudonan domestico. Warda e cosnan aki na lugar cu muchanan no por yega. Of mehor, cerra nan na yabi. Nunca warda material cu ta pega candela bao di e sink.

BANJO: Un switch electrico por worde movi for di e lugar di laba man? Kitele for di aki. Schok fatal a yega di resulta ora un persona muhá toca un switch. Un otro matador potencial ta e cabinet di medicina. Bo a yega di coi un botter robez pa equivocacion? Ta recomendable pa tene veneno henteramente for di e cabinet di medicina. Tambe ta mehor pa tira recept y remede bieuw afor pa reduci e posibilidad di tuma esun robez. Y nunca duna of tuma medicina den scur. Semper leza e papel promer bo duna di tuma medicina. Tene blade of navaje leuw. Semper benta blade usá afor. Un

cartá di un blade frusto por causa complicacion.

SALA: Pone mueble asina cu hende no por trompica ariba nan y haya un mal caída. No laga un cuba di telefon ta colga na manera peligroso.



THOUGH ON vacation, Leon M. Thijssen, metal trades foreman, made a special effort to be present at the Feb. 17 special management staff meeting when he and six others received their thirty-year awards.

MASKE NA vacacion, Leon M. Thijssen, foreman di metal trades, a haci un esfuerzo special pa ta presente na e reunion special di management staff Feb. 17 ora el y seis otro a recibí nan emblemanan pa trinta anja di servicio.

Marion Rice Hart Flying High At 70! Famous Flyer Visits Aruba

To the casual observer at Princess Beatrix Airport the afternoon of Feb. 22, there was nothing unusual about the approach of a green and white private airplane out of the West. As the low-wing monoplane made its final approach, tricycle landing gear was lowered. When rubber met concrete, whiffs of smoke announced a perfect landing and the plane taxied to a stop near the terminal.

Such a scene has been duplicated many times over at the airport. Private planes landing and taking off are a common sight. But it was far from common to see a slight, seventy-year-old woman emerge — all alone — from the cockpit of the green and white Bonanza that day.

This in itself drew comment. "Imagine! A woman old enough to be a grandmother flying that thing by herself."

What the observer didn't know at the moment was that this ninety-pound wonder — with spirit and spunk to match any youngster — was the famous woman aviatrix Marion Rice Hart who had flown to Aruba that day from Panama by way of Barranquilla, Colombia.

One of the first questions asked Mrs. Hart was: "Don't you mind flying alone?" With the sparkle of adventure in her eyes she answered, "Having someone along isn't going to help if the engine should decide to quit."

After checking in at the new Aruba Caribbean Hotel, Mrs. Hart paid a visit to the Aruba Flying Club at their De Vuijst Field head-

quarters. The aviation enthusiasts bombarded her with questions which she was quick to answer.

"When did you leave Panama? How long were you there? Where did you start from? How long have you been flying? Did you mind the mountains in Central America? How old is your plane? Do you fly on instruments and so on and so on."

"I'll bet you're asked a million questions every time you visit other flyers," someone finally observed.

"Yes, but I don't know the answers," she was quick to retort.

Slowly, her amazing story began to unfold. One question led to another. Someone discovered a book in the library authored by the visitor. Here was no stranger to the flying world. Actually, her name ranks with other famed woman flyers of the present and past. Here was the rare soul who lived for adventure. Here was an oldster that wouldn't be trapped with rocking chair and lap dog.

Marion Rice Hart is not one of those aviators who has always been interested in flying. "On the contrary, I hated it," she said, "until I started taking lessons fifteen years ago." Others fall into a sedentary life at age fifty-five. Mrs. Hart began learning the art of controlling a 150-horsepower engine and a pair of wings.

"I flunked my first test," she quipped. "The instructor said I didn't look around before starting my spins. I guess I didn't."

Getting her license wasn't easy — she claims — but her perseverance and technical background won out. Mrs. Hart was one of very few women graduates of the Massachusetts Institute of Technology in 1914. Her sheepskin says she is a chemical engineer. And navigation wasn't the bug-a-boo that it is for some. She had written a book on celestial navigation as a direct result of sailing around the world in her seventy-two foot ketch over twenty years ago. That's a story in itself but the highlights are this. She hired a crew of four and unfortunately had her captain quit on her in Egypt. "I had carefully observed him plot our course through celestial navigation and I thought I could do it." She did. It sparked her interest and after months of grueling research, she wrote her book.

But we're talking about Marion Rice Hart the flyer, not the sailor. We're talking about

(Continued on page 7)



DWARFED BY her experimental B-35 Bonanza is famed woman aviatrix Marion Rice Hart who recently stopped at Aruba while on a solo Caribbean flight. MUNSTRANDO CHIKITO dilanti su B-35 Bonanza experimental ta a famoso aviadora Marion Rice Hart kende recientemente a pasa Aruba mientras el ta haciendo un viaje solo den Caribe.

Aviadora Famoso di 70-Anja A Bula Area Caribe Su So

Pa e bishitante desinteresado na Prinses Beatrix Vliegveld Feb. 22 tramerdia, no tabatin nada strango den acercamento di un aeroplano blanco cu berde for di pabao. Haciendo su acercamento final e aeroplano di un motor y hala montá abao a baha su wielnan. Ora rubber a topa concrete senjal di huma a anuncia un perfecto aterrizaje. E aeroplano a sigui corre lentamente y a bin para dilanti di e edificio.

Un tal enseña ta socede tur ora na vliegveld. Aeroplanonan privado cu ta baha y yega acerca ta un vista común. Pero tabata un vista leuw for di comun pa mira un muher chikito di setenta anja di edad — henteramente su sol — baha for di den cockpit di e Bonanza blanco cu berde.

Esaki den su mes a habri lugar pa comentario. Imagina! Un muher cu edad di un abuela bulando e cos ey su sol!

Loke e observador no tabata sabi na e momento ey tabata cu e figura chikito aki di un nobenta liber — cu un espirito y curashi pa surpasa cualkier hoben — tabata e famoso aviadora Marion Rice Hart kende a haci un vuelo pa Aruba ariba e dia aki for di

Panama via Barranquilla, Colombia.

Un di e promer preguntanan cu Sra. Hart a worde haci ta: "Bo no tin miede di bula sol?" Cu un brillo di aventura den su wowo el a contesta, "Un hende hunto cu bo no ta yuew mucho si e motor decidi pa faya."

Despues di registra na Aruba Caribbean Hotel, Sra. Hart a haci un bishita na Aruba Flying Club na De Vuijst Field. E entusiasnan di aviacion tabata bombardie'e cu pregunta cual el tabata contesta rapidamente.

"Ki ora bo a laga Panama? Cuanto tempo bo tabata ya? For di unda bo a sali? Cuanto ora bo a bula? Bo no a preocupa pa e seroe-nan di Centro America? Con bieuw bo aeroplano ta? Bo ta bula ariba instrumento, etc., etc.?"

"Mi ta pusta cu nan ta puntra bo un mil cos cada vez cu bo bishita otro aviadornan," por fin un hende a observa.

"Si, pero mi no sabi e contestanan," el a contesta liher.

Poco poco su storia sorprendente a cuminsa bini afor. Un pregunta a

(Continúa na pagina 8)



HER WELL-equipped light plane has an automatic pilot and full instrument installation.

SU AVIONETA bon equipá tin un piloto automatico y completo instalacion di instrumento.

Cuatro Hoben Ta Haya Subsidio di Estudio di Lago Retirement Ends 31-Year Career Of W.S. Bennett

Subsidio pa estudio a worde duná na cuatro estudiante pa studio na Holanda y na Estados Unidos. E subsidionan a bai pa Srtas. Imelda N. Henriquez, Petra J. de Cuba y Bernice A. Matthew, tur tres cu lo sigui nan estudio na Holanda, y Wilhelm A. Berkel, na school na Estados Unidos.

Srta. Henriquez a sali Feb. 12 pa atende Leidsche Analysten School na Leiden pa mira un analista medico. El ta yiu di Gilberto y Julia Henriquez di Oranjestad. El a bai Maria College promer cu dreña school di analista.

Srta. De Cuba lo bai St. Lamber-



I. N. Henriquez P. J. de Cuba tus Ziekenhuis na Helmond pa atende un curso di tres anja y mei. El ta yiu di Johanna M. de Cuba di Noord. El a bai St. Anna School y el a traha como ayudante di nurse na Rustoord y na San Pedro Hospital for di 1956 te 1960.

Srta. Matthew ta atende St. Ursula Convent na Roermond desde 1958. Actualmente el ta cabando HBS

The thirty-one-year career of Walter S. Bennett, Process-Acid and Edeleanu assistant operator, was ended Feb. 28 when he left Lago for subsequent retirement.

Mr. Bennett retired to his home in Anguilla, W. I. He joined Lago Dec. 12, 1928 as a Mechanical-Pipelaborer.

He transferred to Acid and Edeleanu Feb. 17, 1930 where he remained until his retirement. He advanced to leadburner helper A in 1937 and was named a process helper B in 1938. This was followed by his promotion to process helper A and then controlman which came in 1941. Mr. Bennett was named assistant operator the first of this year.



W. S. Bennett

IV y V. Despues di caba su estudio-nan actual Srta. Matthew tin intencion pa studia medicina. Sr. Matthew ta un operator den Process-Receiving & Shipping.

E pareja ta biba na San Nicolas. Sr. Berkel recientemente a caba un curso di radio na Lincoln School of Radio and Television na New York City. Awor el ta tumando e curso di television. Anteriormente el tabata traha den TSD-Laboratories y tabatin nuebe anja di servicio. Su tata Benjamin ta un empleado di Lago.

Nice 'Thank You' Letter Written By Dutch Sailor

Somewhere at sea is a young Dutch sailor who carries with him memories of a holiday that, in his own words (translated from the Dutch), "is one of the most beautiful memories of my time in the service."

The lad, Tom van der Pol, a yeoman second class aboard the Hr. Ms. Groningen, was speaking for himself and the rest of the crew when he sat down and wrote one of the nicest "thank you" notes the Lago Community Council has ever received.

Young Van der Pol, just seventeen, was referring to the "stupendous picnic" he and crewmembers of the three visiting Dutch warships enjoyed Feb. 14 at the community picnic grounds. As is traditional for such visits, the community feted the warriors with an afternoon picnic complete with snappy martial tunes, plenty of piping hot food and cold drink and conviviality with Dutch residents of the community.

In part the seaman wrote: "Thanks to you and to the many people who made Sunday, February 14, such a pleasant day for us..... On board the Hr. Ms. Groningen they are still talking about the stupendous picnic. This is the most beautiful and most pleasant reception we have ever encountered..... After having been at sea for weeks we were at last able to let our hair down..... We could never have imagined a thing like this, no sir, and honestly words fail us and there are no words to thank you for this beautiful and well or-

ganized feast.....

"Many of us..... as soon as we go home..... will talk about it no end. In my opinion the tie between your people and the Dutch Navy has been strengthened very much..... Many of us have made friends at Lago and will continue to keep in touch by way of letter writing....."

The picnic, sponsored by the Lago

Community Council and served by members of the American Legion, was attended by approximately 300 officers and crewmembers of the Hr. Ms. Groningen, a subchaser; Hr. Ms. Van Amstel, a frigate, and the Hr. Ms. Walrus, a submarine. In addition, nearly 300 community residents, mostly Netherlands, were guests of the council at the affair.



A SPECTACULAR entry into Aruba was made by Drew Casey, extreme right, a U.S. Navy airman, who came in aboard a PT-7 Neptune patrol bomber. A member of the crew, young Casey is spending his furlough with his family. The plane returned to San Juan. His father, W. D. Casey, second from right, is Garage foreman.

UN ENTRADA espectacular na Aruba a worde haci door di Drew Casey, extremo banda drechi, un piloto di U.S. Navy, kende a bini abordo di un PT-7 Neptune patrol bomber. Un miembro di e tripulacion, e hoben Casey ta bin pasa su vacacion hunto cu su familia. E aeroplano a bolbe San Juan. Su tata, Bill, di dos banda drechi, ta foreman na Garage.



CARNY

THE LAST of Prince Carnival's sprightly Moments later the beaming young la Beaujon. The audience that filled Will carnival festivities were officially off parade was held and then Sunday cam
cipients are pict

E ULTIMO di e bulánan halto di Prins momento despues e radiante seniorita e J. C. Beauljon, E miradornan cu a yena dadnan di carnaval di e anja aki ofician na San Nicolas a worde teni y Diadonnan, e participantenan ta worde



CLARA ARREDONDO

FRIDA V/D WALL-ARNEMAN

DIANA LOPEZ

EDITH KOCK

NIVIA COLINA

OLIVIA PIETERSZ

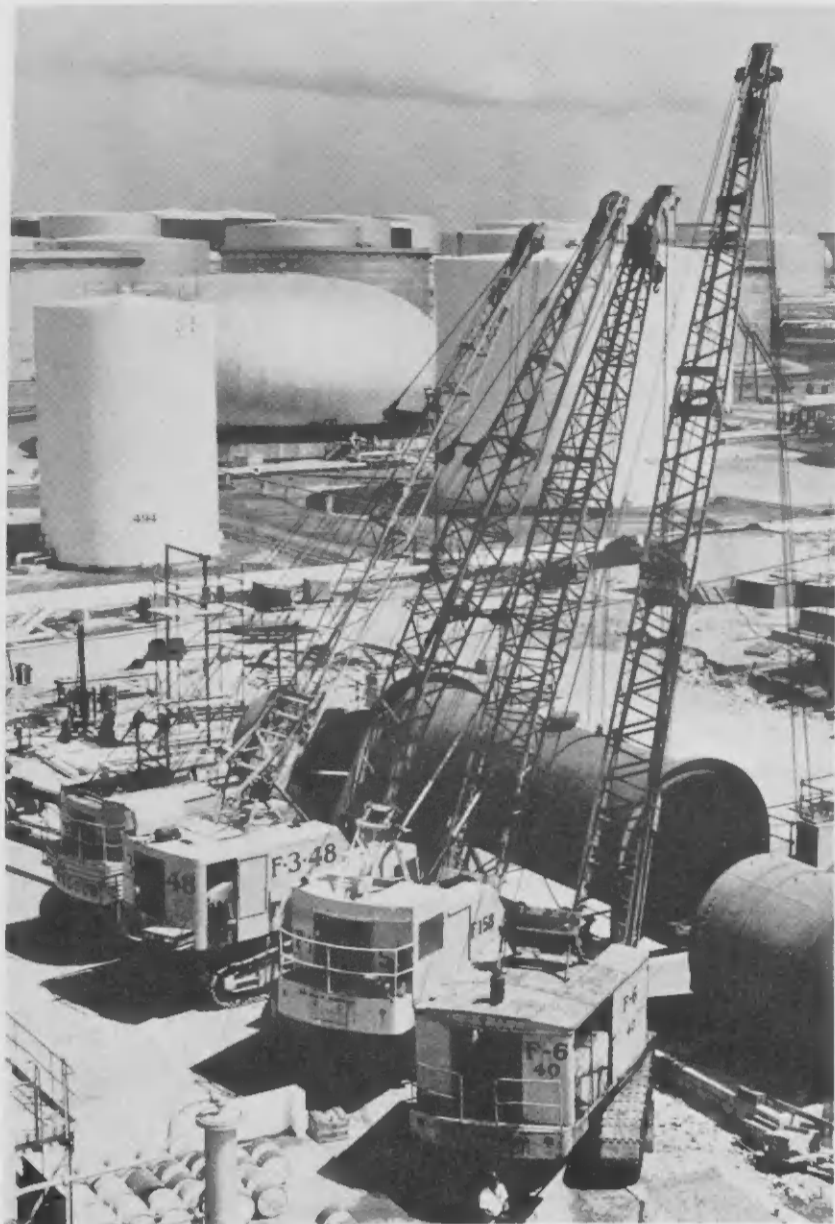


CARNIVAL-1960



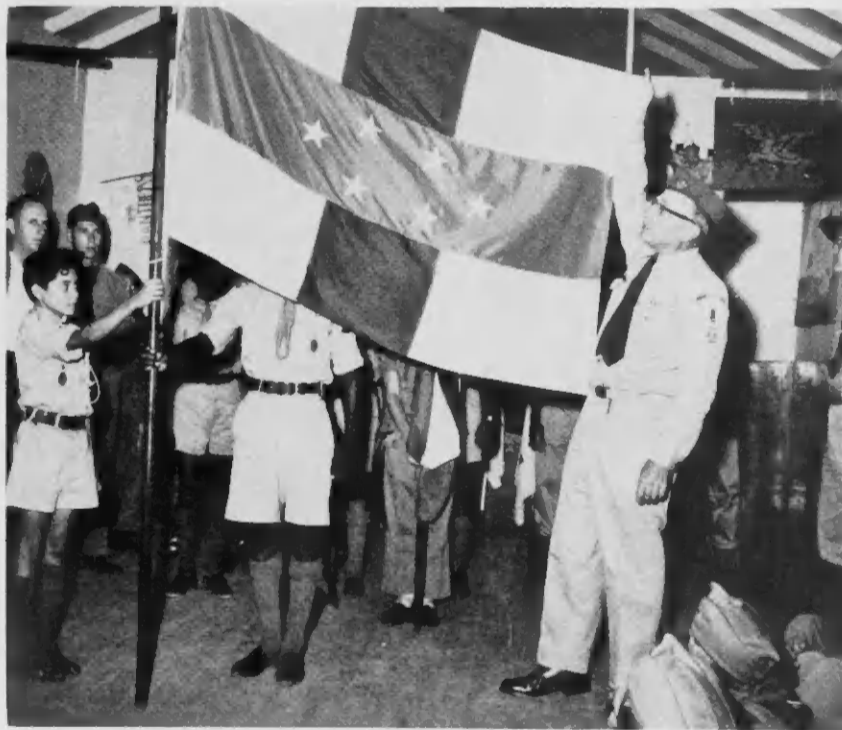
placed him in front of Miss Tivoli, Bernadina Every. crowned 1960 Carnival Queen by Lt. Gov. F. J. C. Stadium Feb. 26 cheered the new queen and this year's ring good start. The following day the San Nicolas Oranjestad parade. The queens, the floats, the parti- during their finest moments.

la pone'le dilanti Srta. Tivoli, Bernadina Every. Poco coroná Reina di Carnaval 1960 door di Gezaghebber F. Stadion Feb. 26 a aplaudi e reina nobo y festivi- hanja un bon cuminzamento. E dia siguiente e parade parada grandi di Oranjestad. E reinanan, nan flota- aki durante nan momentonan mas orguyoso.



THE SYMMETRY of this eye-catching sight was created through necessity. The four cranes were involved in a cooperative lift which placed their booms at near-identical angles.

E SYMETRIA di e vista raro aki a worde causá door di necesidad. E cuatro gruanan aki tabata worde usá pa hiza en cooperacion loke a haci cu nan booms ta pará segun angulo casi identico.



WHAT, A snowball fight in this climate? Right! Only the "fight" is centered in the below-freezing confines of Lago's cold storage facilities. The contestants are part of the tour group of Boy Scouts, Cub Scouts, leaders and den mothers that visited the refinery Feb. 13. It's not every day that a spirited lad gets the opportunity to throw snowballs in Aruba.

KIKO, UN pelea di sneeuwbal den e clima aki? Si, asina mes! Pero e lugar ta den e facilidatnan di cold storage di Lago. E concursantenan ta parti di un grupo di padvinders y nan lidernan cu a bishita refinaria Feb. 13. No ta tur dia cu un hoben yen di pa goza di tiramento di sneeuwbal den e clima calor di Aruba.



NEWS AND VIEWS

AGAIN THIS year, island Boy Scouts celebrated National Boy Scout Week. A highlight of the activities was the presentation of the new Netherlands Antilles flag to Seroe Colorado scouts by Dutch scouts.

ATROBE E anja aki, padvindernan na e isla a celebra National Boy Scout Week. Punto culminante di e actividadnan tabata presentacion di un bandera nobo di Antillas Holandes na padvindernan di Seroe Colorado door di padvindernan Holandes.



IT'S RUSSIA bound for pretty Pamela Smith. Her father, C. F. Smith, left, is a former Lago executive.

GRACIOSA PAMELA Smith, e miembro mas hoben di American Ballet Theater cu su diez-seis anja, lo bai Russia.



A TUG from Curaçao kept the small freighter "Trinidad" from crashing into the North Shore rocks recently when the 606-ton vessel lost its power. It recently foundered again.

UN REMOLCADOR di Curaçao a wanta e baporcito di carga "Trinidad" for di naufraga ariba e barancan na costa di noord recientemente ora e baporcito di 606 ton a haya defecto di motor.



SPORTS QUEEN Milda Croes presents a trophy to Leandro Briezen, captain of the Little League champs — the Cocomalt squad. The title was won during the Don Bosco Club sportsweek.

REINA DI deporte Milda Croes ta presenta un trofeo na Leandro Breizen, capitan di e campeonnan di Little League — e equipo di Cocomalt. E titulo a worde ganá durante e siman deportivo di Don Bosco Club.

C. F. Smith Sees Daughter Ranked As Top Ballerina

Practice makes perfect. Attesting to this is C. F. Smith, former superintendent of Lago's Service and Staff Departments. His daughter, Pamela, was recently rewarded for years of arduous dancing practice by being named as the youngest member of the American Ballet Theater which leaves for Europe in May for a six-month tour.

Pamela, age sixteen, will exemplify talented U.S. youth on the tour which takes the ballet company to Russia for eight weeks of performances — the first time an American ballet company has ever performed in the Soviet Union.

She began dancing at age ten when she and her family resided in Aruba. With the full encouragement of her family, the young ballerina faithfully practiced several hours daily except Sunday. When Mr. Smith transferred to the New York office of Standard Oil Company (N. J.) in 1957, Pamela was placed under the tutelage of the internationally-known ballet teacher, Robert Joffrey. This top professional instruction, her willingness and five and six hours daily practice paid off. Out of 200 U.S. and Canadian dancers who applied for parts in the American Ballet Theater's ballet corps, Pamela was one of only five from this group that met the rigid dancing requirements. The group includes fifty-four dancers plus choreographers, directors, managers and chaperons.

Pamela Smith Miembro Mas Hoben di Ballet

Practico ta haci perfecto. Esun cu por comproba esaki ta C. F. Smith, anterior superintendente di departamento di staff y servicio di Lago. Su yiu muher, Pamela, recientemente a worde compensa pa anjanan largo di practico arduoso di baile ora el a worde nombrá e miembro mas hoben di American Ballet Theater cual ta sali pa Europa na Mei pa un gira di seis luna.

Pamela, diez-seis anja di edad, lo exemplifica hubentud talentoso di Estados Unidos den e gira cual lo hiba e grupo di ballet Rusia pa ocho siman di actuacion — di promer vez cu un grupo di ballet Americano a yega di actua na Union Sovietico.

El a cuminsa baila na edad di diez tempo cu el y su familia tabata biba na Aruba. Cu completo encurashamento di su familia, e ballerina hoben tabata practica varios ora tur dia excepto ariba Diadomingo. Tempo Sr. Smith a transferi pa oficina di Standard Oil Company (N.J.) na New York na 1957, Pamela a worde poni bao encargo di e internacionalmente famoso instructor di ballet, Robert Joffrey. E instruccion profesional aki di primera orden, su voluntad y su cinco pa seis ora di practico diario no tabata en vano. Entre 200 ballerina di Estados Unidos y Canada cu a aplica pa parti den e grupo di American Ballet Theater, Pamela tabata un di solamente cinco den e grupo aki cu a satisfice e requisitonan severo. E grupo ta consisti di 54 ballerina.

Oil Loss Team Studies Flaring

Probably the most significant and awe-inspiring sight of a refinery at night is a huge tongue of flame shooting from a towering flare stack. To the average man-in-the-street it may even be a pretty sight, the glow sending flickering shadows over the landscape. But to refinery personnel it means the equivalent of several barrels of oil going up in smoke — sometimes as a necessary safety factor and at other times as a sign of flaring for convenience. This may cost as much as fifty barrels an hour in oil losses, enough to furnish the average housewife the fuel to cook her family's meals for 1500 days!

Flaring is one of the obvious sources of oil loss. Everyone can learn the knack of estimating this loss during flaring operations. Concentrate on the stack tip. This is twenty-five feet high. As the flame flares out, compare its length with the stack tip. If the flame looks about a third as long as the tip, eight feet, then four barrels an hour are being burned. A four-foot flame equals over one barrel an hour loss of the gaseous product; six-foot flame, two and one half barrels an hour loss; seventeen-foot flame, seventeen barrel loss; thirty foot flame, a fifty barrel an hour oil loss! Multiply the latter by twenty-four, the hours in a day, and the loss totals 1200 barrels.

The observer must consider the length of time the flaring persists. It's a good trick for operating personnel to know. Just one try at "guestimating" the loss and the observer usually goes away impressed.

What the oil conservation team seeks to achieve in its flare loss study is the awareness of all personnel concerned that unnecessary flaring can contribute greatly to Lago's overall losses.

Operating personnel can save the company much time and money by notifying the proper authorities whenever they intend to send material to the flare stacks. Nothing is to be gained by not revealing the reason for flaring.

Used correctly, a flare system is a primary refinery safety installation. It gets rid of gases, under emergency conditions, that otherwise might collect in pockets just waiting for a fatal spark. There are times during operations when gases must be released to relieve pressure on equipment. If it is not practical to re-route it or store it then it must be flared. Otherwise the gas might find a leak and escape into the atmosphere. There are also times when a compressor may fail or be taken out of operation. If it is not possible to send the gas to a recovery point, and compressor facilities are overtaxed, then this gas too must be flared for safety's sake.

In addition to surveying the flare systems (Lago has three stacks) to detect and correct leaks and other mechanical contributors to the losses, the team has been offering an educational program to unit operators and assistants.

By using operating procedures that would prevent unnecessary flaring — such as rerouting the gas, and reducing feed to the unit — refinery personnel become solid members of the oil conservation team. A bright spot in any oil conservation picture is the absence of flames from flares except when the stacks are functioning in the interest of safety. There is always room for improvement in flare control.

SERVICE AWARDS

20-Year Buttons

Pablo Kock Accounting Dept.
Pablo Julia Lago Police Dept.
Max C. Jessurun Ind. Rel. Dept.
William R. Constable Marine Dept.
Jose D. Werleman Gen. Serv.-Maint. & Serv.
Angela Claudio Gen. Serv.-Crafts
Norberto Vrolijk Mech.-Metal
Johan L. G. Waarde Mech.-Machinist
Julien St. C. J. Richardson Mech.-Storehouse
Reimier G. Wolf Proc.-Utilities

10-Year Buttons

Mrs. Veronica C. Arrindell Medical Dept.
Luis E. Everon Rec. & Ship. Wharves
Lorenzo van der Linden Carpenter
Victoriano Willems Storehouse
Johannes Boekhoudt Yard
Silvestro D. Leest Yard
Irene F. Martijn Pipe
Jose Dirksz Garage & Transp.
Julian Kock Paint
Mario Quant Commissary
Florentio F. van der Linden Commissary



HYDROCARBON FLOW is measured with an Anemotherm by G. H. Touchstone, left, and B. F. Smith, to spot leaks to the flare system.

FLOW DI hydrocarbon ta worde midí cu un anemotherm door di G. H. Touchstone, robez, y B. F. Smith, pa localiza lekmento den e sistema di flare.



A SIGHT familiar to most all employees is the flaring of the flare stack over the lagoon. When it flares, often sending flames licking for dozens of feet, it is usually performing its duty as a safety device.

UN VISTA familiar pa casi tur empleado ta flaring di e conflare stack over di lagoen. Ora e ta flare, hopi vez cu vlamnan docenas di pia halto, mayor pari e ta haci su trabao como un medio di seguridad.

Equipo Ta Studia Flares

Probablemente e vista mas significativa y impresionante di un refinaria anochi ta e lenga largo di candela cu ta sali for di un flare stack altísimo. Pa e homber promedio, esaki hasta por ta un vista bunita, cu e vlam mandando sombran over di e paisaje. Pero pa personal di refinaria e ta nifica e equivalente di varios barril di azeta cu ta bai na huma — tin vez como un necesario factor di seguridad y otra vez como un senjal di flaring pa conveniencia. Esaki por costa te cincuenta barril pa ora na perdida, bastante combustible pa un promedio senjora di cas cushina cuminda pa 1500 dia!

Flaring ta un di e fuentenan obvio di desperdicio di azeta. Tur hende por sinja con ta calcula e desperdicio aki durante flaring. Lubida ariba largura di e toren, como 200 pia, y concentra ariba punto ariba sol di e stack. E tip aki tin binticincio pia halto. Ora e vlam ta bini afor, compara su largura cu tip di e stack. Si e vlam ta parce un tercera parti di largura di e tip, ocho pia, ento cuatro barril pa ora ta worde kimá. Un vlam di cuatro pia ta igual na un perdida di mas cu un barril pa ora di e producto gaseoso; un vlam li seis pia, dos y mitar barril p ora; un vlam di diez-siete pia, diez-siete barril; un vlam di treinta pia, un perdida di cincuenta barril pa dia! Multiplica e ultimo aki cu binticuatro, e oranan di un dia.

E observador mester considera e duracion cu e flaring ta persisti. Ta un bon triki pa personal di plantanan sabi. Solamente un vez bo purba calcula e perdida den e forma aki, bo ta keda impresioná.

Loke e equipo di conservacion di azeta ta purba logra den su estudio di e perdida pa motibo di flaring ta e realizacion di tur personal concerná cu flaring innecesariamente por contribui grandemente na e desperdicio general di Lago.

Personal di planta por spaar compania hopi tempo y placa door di notifica e autoridatnan concerná ki ora cu nan tin intencion pa manda material pa e flare stacks. Nada ta worde ganá door di no bisa e motibo pa flaring.

Usá corectamente, flaring di gas ta un instalacion primario di seguridad den refinaria. E ta deskita gasnan, bao condicion di emergencia, cu di otro forma lo colecta den pockets wardando e chispa fatal. Tin momentonan durante operaciones ora gasnan mester worde mandá afor pa releve presión ariba e piezanan di planta. Si no ta practico pa cambia su ruta of pa recogie'le den tanki, ento mester flare. Sino e gas por haya un lek y scapa den atmosfera. Tambe tin ora cu un compresor por faya of por worde pará. Si no ta posible pa manda e gas na un punto di recobracion, y e compresornan ta carga mas cu nan peso normal, ento e gas aki tambe mester bai flare pa seguridad.

gas, anticipacion di situacionnan emergente y reduccion di feed pa e planta — personal di refinaria ta bira miembronan solido di e equipo pa conserva azeta. Un punto claro den tur esfuerzo di conservacion ta e ausencia di vlamnan for di flares excepto ora e stacknan ta traha den interes di seguridad.

Flying Lady

(Continued from page 3)

the lady who has piloted an airplane 2900 hours — over, well over, a quarter-million air miles!

Mrs. Hart finally passed her flying tests and ultimately purchased her first airplane — a Cessna 140. This was followed by three Cessna 170's and a Beechcraft Bonanza before she acquired her present Bonanza.

This last trip of Mrs. Hart's is by no means her most famous but it did bring her to Aruba. She had left New York City six weeks before on a leisurely flight around the Caribbean. Her major stops on the way down were Ocala, Florida; Laredo, Texas; Mexico City, Mexico, and stops in Guatemala and Honduras. From Aruba (she didn't intend to stop here but said they were too fussy about her papers in Colombia) she went to Bonaire for a brief stay before making a non-stop flight to Trinidad. She'll follow the greater Antilles back to Florida and finally New York.

What was her most memorable flying experience? Probably her non-stop flight in August, 1953, from Newfoundland to Shannon, Ireland! Of course, she was younger then — sixty-three — and had a flying companion, a Pan American Airways pilot. But it was her exploit, not his. He merely went along for the ride.

Request Turned Down

"Pan American had turned down his request to make the flight — they thought it foolhardy — but he managed to get eight days off for a spurious reason," she recounted. "We did our best to avoid publicity because of Pan American and because of my family. I told them I was shipping the plane overseas. Everything went quite well until the very moment of take off at Boston on the first leg of our journey. A news photographer learned of our venture and rushed out to the plane. We jumped in and taxied away just as he lifted his camera for a shot. Lucky for us his camera failed or our flight would have been spread all over the papers."

The 2000-mile hop from Newfoundland to Shannon was completed without incident and the pilot returned to the states. Mrs. Hart continued on a route through Africa and

the Middle East to Bangkok. She returned via India and Arabia and had the plane shipped home from Europe.

What else has she done? Plenty. She learned how to fly a glider and earned her wings in the Soaring Society of America. She made a Caribbean journey ten years ago that took her to Maracaibo and other points but not to Aruba. She holds a Class B amateur radio operator's license which once qualified her to fly as a radio operator aboard a B-17 bomber being ferried to Paris by a private concern! Jets? She's had the thrill of a flight in a military jet at a time when few women were allowed the privilege.

Bonanza Is Beauty

To a flyer, and non-aviator as well, Mrs. Hart's latest Bonanza is a green and white beauty. Purchased used several years ago, it has since been equipped with automatic pilot and has the complete installation for instrument flying. A B-35 model, the Bonanza boasts a 225-horsepower engine and an "experimental" rating by the FAA (Federal Aviation Agency). Because she has had two specially-built thirty-seven and one-half gallon gasoline tanks installed where the rear seat should be, the United States government agency made her adopt the experimental tag.

Mrs. Hart is well qualified to make the flights she does. She holds her instrument rating and can fly through any kind of weather. Her navigation background keeps her "on the beam" so to speak and she keeps her plane well equipped with survival gear for over water flights. "I have a little life raft and life vests and I carry drinking water and pemmican (a finely ground, dried meat preparation)," she reports. "People ask me if I mind flying over water or mountains. No comment on the water but as for mountains — just keep over them." Her wry sense of humor always prevails.

Mrs. Hart stayed at the hotel, until the morning of Feb. 26. Flying Club wives had taken her in tow and had given her a royal tour of the island. She liked it. The club also staged a steak fry in her honor to which Lt. Gov. F. J. C. Beaujon and Vice-President W. A. Murray had been invited.



TOP SUGGESTER for 1959 was W. P. Eagan, Process-C&LE shift foreman, center, receiving his Fls. 800 check from President O. Mingus. Other capital awards winners, top to bottom at left, were F. S. Kelly, L. T. Norton and S. Tromp and, top to bottom at right, C. A. Gumbs, A. Binetti and G. H. Niekoop. Mr. Niekoop was the second largest winner and received Fls. 700.

GANADOR DI premio mas grandi pa 1959 tabata W. P. Eagan, Process-C&LE shift foreman, muntra meimei, recibiendo su check di Fls. 800 for di President O. Mingus. Otro ganadornan di premionan capital, di p'ariba pa p'abao banda robez, tabata F. S. Kelly, L. T. Norton y S. Tromp y, di p'ariba pa p'abao banda drechi, C. A. Gumbs, A. Binetti y G. H. Niekoop. Sr. Niekoop tabata e segundo mas grandi ganador y a recibí Fls. 700.

FAMOSA AVIADORA

(Continúa di pagina 3)

saca otro. Un di e presentenan a descubri un buki den librería scirbí door di e bishitante. Esaki no tabata un estrahero den mundo di aviación.

Esun ultimo vuelo aki di Sra. Hart den ningun forma ta esun di mas famoso, pero t'esaki ta esun cu a trece le Aruba. El a sali for di New York City seis siman promer ariba un vuelo door di Caribe. Su paradanan principal tabata na Ocala, Florida; Laredo, Texas; Mexico City, Mexico, y Guatemala y Honduras. For di Aruba (el no tabatin intencion di pasa aki pero el a bisa cu nan tabata haci mucho fastioso tocante su papelnan na Colombia) el a bai Bonaire pa un permanencia cortico y for di aki el lo haci un vuelo non-stop pa Trinidad. El lo sigui over di Antillas Mayores pa Florida y asina pa N.Y.

Cual tabata su experiencia mas memorable di vuelo? Probablemente su vuelo non-stop na Augustus 1953 for di Newfoundland pa Shannon, Irlanda! Naturalmente, e tempo el tabata mas hoben — sesenta y tres — y tabatin un companjero, un piloto di Pan American Airways. Pero tabata su vuelo, y no di dje.

Pan American

"Pan American a rechaza su suplica pa haci e vuelo — nan tabata di opinion cu ta locura — pero el a logra haya ocho dia liber pa un otro motibo," el a conta. "Nos a haci tur lo posible pa evita publicidad pa motibo di Pan American y di mi familia. Mi a bisa nan cu mi ta bai barca e avion pa ultramar. Tur cos tabata bai bon te na ultimo momento di salida na Boston. Un fotografo di corant a tende di nos intencion y a corre bini pa e avion. Nos a corre bula aden y sali bai net cu el ta hiza su camera pa saca portret. Pa suerte su camera a faya, sino nos vuelo lo a worde plamá den tur corant."

Kiko mas el a haci? Hopi. El a sinja bula un glider y a gana su cualificacion den Soaring Society of America. El a haci un viaje door di Caribe diez anja pasá y el a pasa Curacao y otro puntonan, pero no Aruba. El tin un licencia di amateur di radio clase B, cual un vez a dune le e competencia pa bula como operador di radio abordo di un bomber B-17 cu tabata worde hibá Paris pa un empresa privado! Jets? El tabatin e privilegio di bula den un jet militar tempo cu ainda masha poco muher a yega di haya e privilegio aki. Pa corona obra, el a participa den Trans Continental Air Races maske el no a saca promer premio.

Pa cualkier otro aviador, y tambe no aviador, e ultimo Bonanza di Sra.

CAPITAL AWARDS

(Continúa from page 1)

tioneer diesel discharge line to the mixer. His idea led to better mixing of bunkers, increased accuracy in delivery measurements and increased flexibility of operations.

Mr. James' initial award for Fls. 650 was for the suggestion to replace filters for desalter pumps on combination units with screen wire strainers. The new strainers eliminated a recurring maintenance problem because of filter failure.

The Fls. 400 capital award paid to Mr. Kelly was based on his idea to change lines at the gasoline pump house manifold to permit the use of pump No. 1266 when receiving aviation blending agents. This freed the pump for use without tying up loading and blending pumps thus eliminating certain delays.

Mr. Tromp, who was the top Class I capital award winner in 1956 when he received Fls. 1000, received a 1960 award on the basis of his idea last November to drill and tap the shaft on the coupling end of a motor rotor. This eliminated damage to couplings and bearing and remachine work.

Mr. Gumbs' initial award last year was for his suggestion to use a new design for the pivot pin on the hook swing pipe of Ross Carrier models 90 and 93. The original pin could not be greased and would seize which caused considerable manhours to be expended.

Mr. Norton received his capital

Hart ta un belleza blanco cu berde. Cumpra segunda mano varios anja pasá, el a laga instala aden despues un piloto automatico y tin instalacion completo pa bula ariba instrumento. Un modelo 35B, e Bonanza tin un motor di 225 forza di cabai y un designacion como "experimental" di Federal Aviation Agency. Pasobra el a laga instala dos tanki di gasoline di trenta y siete galon y mei cada uno na lugar cu e sientanan di atras mester ta, gobierno di Estados Unidos a haci le adopta e designacion aki. Na tur, su aeroplano ta carga 115 galon di gasoline cual ta dune le un distancia di 2000 milla na velocidad economico di cruza. Pa reemplaza e Bonanza y tur su aparatonan special lo costa a lo menos \$30,000 Americano of mas awendia.

Sra Hart a keda na hotel te Feb. 26 mainta. Esposanan di e miembro nan di Flying Club a tume le bao nan proteccion y a brinde le un paseo real over di e isla. El a gusta. Tambe e club a organiza un "steak fry" na su honor pa cual Gezagebber F. J. C. Beaujon y Vice Presidente W. A. Murray a worde invitá.

Premionan Grandi

(Continúa di pagina 1)

denan su idea ta contribui mas spaarmento na compania lo gana e premionan mas grandi. Un idea aceptá ta conta pa eligibilidad pa premio grandi den e anja cu esaki y su premionan suplemental a worde pagá.

Mucho mas incentivo a worde agregá na e programa bao di e plan nobo di CYI. Mas grandi e spaarmento total di compania pa un anja, mas grandi e suma cu ta disponible pa worde reparti entre ganadornan.

E premio di Fls. 800 di Sr. Eagan tabata basá ariba su pago inicial di CYI di Fls. 1200 na Juli di anja pasá. El a sugeri e eliminacion di pompnan na AAR-1 y uso di water booster pumps na AAR-2 pa duna service water na AAR-1. Aceptacion di e idea aki a elimina mantencion costoso.

Sr. Niekoop a recibí un premio adicional di Fls. 1000 na Juli anja pasá pa su idea pa instala un mezclador proporcional directamente

award for his idea last May to use Navee 42 cleaner in the crankcase of compressors for cleaning purposes. His suggestion considerably reduced the time required to clean the compressors.

Mr. Binetti's capital award was based on his supplemental payment for an idea which suggested the use of the Kor-it machine for excavating post holes. His initial award for this idea was paid the year before last.

ariba e sistema di combustible na loading pump house manifold cu un check valve ariba e linja di descargo di diesel cu ta bai pa e mezclador. Su idea a resulta den mehor mezccla di e bunkers, mas tanto exactitud den entrego y operacionnan mas flexible.

E premio inicial di Sr. James, Fls. 650, tabata e sugerencia pa reemplaza filters pa desalter pumps ariba combination units cu strainers di waya di alambre. E strainers nobo a elimina un problema di mantencion cu ta bolbe cada vez di nobo pa motibo di fayamento di filter.

E premio di Fls. 400 pagá na Sr. Kelly tabata basá ariba su idea pa cambia linja na gasoline pump house manifold pa permiti uso di pomp No. 1266 ora recibí substancia pa mezccla gasoline pa aviacion. Esaki a libra e pomp pa uso sin mara e pompnan di carga y descarga asina eliminando cierto demora.

Sr. Tromp, kende a gana un premio mayor Clase I na 1956 recibiendo Fls. 1000, a recibí su premio pa 1960 ariba base di su idea November anja pasá pa drill y tap e shaft ariba e coupling end di un rotor di motor. Esaki ta elimina danjo na couplings y bearings y tambe feilamento di nobo.

Sr. Norton a recibí su premio grandi pa su idea na Mei anja pasa pa usa Navee 42 cleaner den crankcase di compressors pa haci limpi. E idea aki a reduci considerablemente e tempo necesario pa limpia e com-

Tres Promovi Den IR, TSD, Medical Maart 1

Promocion di tres empleado den Medical y Industrial Relations Departments y TSD-Process a worde anuncia Maart 1. Nombra director di nursing tabata Jane E. Rowlands. E posicion di personnel studies coordinator a bai pa Dr. P. G. Sorensen mientras J. F. McIntyre Jr. a worde promoví pa supervising engineer den TSD-Process.

Srta. Rowlands a cuminsa traha cu compania Aug. 17, 1959 tempo cu el a bini Aruba como assistant director di nursing. Dr. Sorensen a worde emplea originalmente door di Arabian American Oil Company for di Aug. 1, 1952 pa Nov. 21, 1954. El a cuminsa traha na Lago Sept. 1, 1957 como personnel studies assistant. Sr. McIntyre a cuminsa su carera na Lago Juni 5, 1956 como engineer den TSD-Process. Originalmente el tabata cu compania for di Juni 16, 1952 pa Mei 25, 1954 tempo cu el a sali pa servicio militar na Estados Unidos.

Queen Juliana Cup Softball Tourney Starts

Competition will start Thursday night, March 10, for the Aruba Softball Association's Queen Juliana Cup. The softball contests will be held in Wilhelmina Stadium following a schedule that will last until April 30.

Vying for prizes will be eight girls' teams and twelve boys' teams. The first game starts at 8 p.m. Thursday and features the Eagle Boys Versus Pastors. Admission is Fls. 0.50 for adults and Fls. 0.25 for children.

W.S. Bennett A Retira Feb. 28

E carera di 31 anja di servicio di Walter S. Bennett, assistant operator den Process-Acid and Edeleanu, a cerra Feb. 28 ora el a laga Lago pa retira despues.

Sr. Bennett a regresa su pais nativo Anguilla, W. I. El a cuminsa traha na Lago Dec. 12, 1928 como laborer den Mechanical-Pipe. El a transferi pa Acid and Edeleanu Feb. 17, 1930 unda el a keda te na su pensionamento. El a avanza pa lead-burner helper A na 1937 y despues el a worde nombrá pa process helper B na 1938. Esaki a worde sigui pa su promocion pa process helper A y despues controlman cual a bini na 1941. Sr. Bennett a worde nombrá assistant operator ariba promer dia di e anja aki.

pressors.

E premio grandi di Sr. Binetti tabata basá ariba su premio suplemental pa un idea cual tabata sugeri e uso di e mashien Kor-it pa coba bu-raco pa staca. Su pago inicial pa e idea aki a worde pagá na 1958.



THE SYMBOLIC stone for the Israelitic community's new synagogue on Adriaan Lacle Boulevard was laid Feb. 21. Dignitaries at left include L. S. Berlinski and A. S. Wisniewisz. Laying the symbolic stone is Lt. Gov. F. J. C. Beaujon.



E SYMBOLICO promer piedra pa e synagoge nobo di comunidad Israelita na Adriaan Lacle Boulevard a worde poni Feb. 21. Dignitarionan ta inclui L. S. Berlinski y A. S. Wisniewisz. Poniendo e promer piedra simbolico ta Gezagebber F. J. C. Beaujon.